

New-York Daily Tribune

THURSDAY, AUGUST 18, 1864.

The Tribune.

All the materials used in the publication of a newspaper have largely advanced in price within the last few months. The whole paper on which we print THE DAILY TRIBUNE costs more than we receive from the sale of the paper. We are therefore compelled to advance the price of this paper, which from and after Thursday, July 21, will be for a single copy, 4 CENTS, or, where delivered in the city by carriers, 24 CENTS A WEEK. The mail subscribers to the Daily will be charged \$10 per annum. By reference to our "Terms," it will be noticed that we make no advance on the regular subscription price of the Semi-Weekly and Weekly, but for the present we must suspend all club rates, and adhere strictly to our regular yearly subscription price. An extra copy of the paper will be sent to parties procuring subscribers and making remittances, as heretofore. Remittances made before this notice reaches the parties, will be received and the orders executed at our old rate.

TERMS.

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To Correspondents.

We notice can be taken of Anonymous Communications. Whatever is intended for insertion must be authenticated by the name and address of the writer—not necessarily for publication, but as a warranty for his good faith. All business letters for this office should be addressed to "THE TRIBUNE," New-York. We cannot undertake to return selected Communications.

We are in receipt of numerous letters from different parts of the country, from composers in want of work. As we cannot enter into correspondence with them all, we desire to say to whomsoever it may concern, that our own office is rapidly filling up, but good, steady workmen are still wanted, to whom we pay liberal wages. Such men, we believe, will be able to find permanent situations in other offices also in this city, at higher rates of pay than we have any of us heretofore given.

Our despatches give some details of further movements by Gen. Birney during Tuesday, which brought the most advanced part of his lines within six miles of Richmond, a mile nearer than at our latest previous advices. Gen. Birney skirmishing forward from the line previously occupied by Gen. Hancock, over ground mostly thickly wooded and through the oppressive heat of summer forests, gradually occupied a line extending from the Charles City road, almost southwardly to the New Market road, and cut midway by the Central road. These three roads run within two miles of Richmond, nearly parallel for some ten miles, a mile or so apart, toward the southeast. The rebels sought once during the day to check our advance by an attack on Gregg's cavalry, which was on our right, but they were promptly driven back by an attack on their right flank from our center. The line finally taken up for the night was carried also in the afternoon by a steady and spirited charge, in which four negro regiments from Florida behaved excellently. They were the Seventh, Eighth and Ninth U. S. Colored Volunteers, and the Twenty-ninth Connecticut.

THE RUMORED ARMISTICE.

The World first started the report that the President contemplated an Armistice, and had proposed, or was about to propose one. This rumor it made the pretext for a vehement attack on the Administration and its supporters as disunionists. Next day, it contradicted the rumor without recalling the attack. Yesterday, it returned to the charge, alleging that

"The nation has nothing to hope, and everything to fear, from an armistice such as Mr. Lincoln is making use of the peace sentiment to enable him to effect. We say this because Mr. Lincoln means Peace and Disunion. The World and the Democratic party mean Union, now, and Peace if possible."

Now we seem again resolved to say nothing that might even so long to embarrass or obstruct the establishment of peace. We will not therefore affirm that, under no circumstances should or would a Disunion Peace be accepted; for being at war involves the possibility of defeat, and the defeated must do as they can, not as they would. But this we say, with a perfect knowledge of its truth, that there is no man living to whom a Disunion Peace would be more revolting than to the President of the United States—not one who would make greater efforts or sacrifices to avoid it. Any and every assertion that the President desires such a peace, and is scheming and working to that end, is a calumny so gross, so mischievous, so wicked, that its author's ears should be nailed to the pillory of public execration.

The Democratic party, by the outright rebellion of half its members and the 'aid and comfort' given thereto by most of the residue, has brought the country to the brink of ruin. Of the fifteen States which gave the Democrats a popular majority in the last Presidential Election, eleven proceeded to plunge headlong into the Gulf of rebellion with the hearty concurrence of a majority of the Democrats in two or three others. Of the fifteen Democratic Governors in office at the opening of 1861, eleven became outright leading traitors, while the others have followed in their footsteps as nearly as they dare.

This rebellion was not prompted by the Republican triumph of 1860; on the contrary, that triumph was confined at, contrived, engineered by Democratic leaders—members of Democratic Cabinets, Senators, Governors, &c.—in order to give an impetus to the Rebellion. There were no original conspirators for Secession outside of the Democratic party, though some Whigs have since been bullied and badgered into joining it. Even so late as the Winter of 1860-61, though there were Democrats in Virginia and North Carolina who were not Secessionists, there was not a known Secessionist who was not an inveterate Democrat.

The Democratic party of the Slave States made the Rebellion; the adhering Democrats of the Free States have too generally justified and upheld it. From this city, two Democrats holding important and lucrative offices abandoned

them to take part in the Rebellion. A Democratic Editor abandoned from a neighboring city to fulfill a similar purpose. From every city, village, bar-room, the voice of Democratic sympathy with the Rebellion has long resounded. This essentially Democratic revolt has filled the land with mourning, covering its soil with ashes and ruins. And now the country is impudently asked to restore to power the party which has lawlessly inflicted upon it these measureless calamities.

"PEACE" DEMOCRACY.

The "Peace" Democrats of our city hold a Mass Convention to-day, at Syracuse, whereat Vallandigham is to be the lion, while Fernando Wood, Judge Niven, F. C. Dinwiddie and C. Winthrop Chandler are expected to be present and potent. We suspect that the assemblage will not be very numerous, because an impression has been widely diffused that the "Peace" managers are neither so intent on a party triumph, nor so likely to secure it as their more ambiguous and politic competitors for the control of the Democratic Party. The men who engineer this "Peace" movement have never yet run the Democratic machine in our State and are not likely to get hold of it this Fall. They may compel the Regency (as they did two years since) to give them sundry desirable nominations and to lend some indirect countenance to their broader aims, but they must not essay a higher flight or they will fail. We presume they will ultimately be content with the Vice-Presidency and trimmings, knowing that if they bolt they are likely to have even worse. The gathering of to-day will develop some harmless sheet lightning, but little more. "Lincoln" will be loosely handled, and "the Abolitionists" will receive more than one exemplary dressing; but Dean Richmond will wield the vote of New York at Chicago, and will cast it so as to please Wood and Vallandigham ne'er a time; and so it will be at our next Democratic State Convention. The "Peace" leaders have a large following, but they are not yet masters of the situation. McClellan's West Point doctrine (which is that of Wood's oration at Scranton) is far more acceptable than theirs to the controllers of the Democratic Party in our State.

In mass meetings the "Peace" managers are apt to be strong. They had a great convention recently at Peoria, Illinois, and they appear to have had full swing in the recent convention called to nominate a candidate for Congress in Eastern Maine. They have a majority of the Opposition votes in the U. S. Senate, but were rather weak (apparently) in the late House. They are not likely to rule at Chicago, though they may possibly secure the platform by giving way on both the candidates. If their friends Lee, Hood and Early, should win victories this month, they may do even better than this. Crushing defeats to Grant, Sherman and Averill might give them the President. So their prospects are by no means desperate, and they do well to keep moving.

COLONEL JACQUES' MISSION.

In the Atlantic Monthly for September, and "Down in Tennessee," a new volume about to be published, Mr. J. R. Gilmore, ("Edmund Kirke") gives an account of the recent visit made by Col. Jacques and himself to Richmond, about which there has been so much speculation. The advance sheets of these publications have been sent us, and from them we copy so much as relates directly to the interview which these gentlemen obtained with Mr. Jeff. Davis. There is, however, in the volume a preliminary statement of incidents which led to this visit, too long to be reproduced, *in extenso*, in our columns but which are not without interest. We briefly relate them to a complete understanding of all the facts in this remarkable enterprise.

While on a visit to the Army of the Cumberland, in May, 1863, Gen. Rosecrans handed a letter to Mr. Gilmore, from a subordinate officer asking for a furlough, with a request that he (Mr. Gilmore) would see him, and if the plan he proposed seemed feasible the General would telegraph the Department for the furlough asked. He added, that Col. Jacques—the gentleman referred to—was a prominent member of the Methodist Church, and although a clergyman, one of its truest and best officers. The letter of Col. Jacques avowed his conviction that, from facts which had come to his knowledge, the members of the Methodist Episcopal Church, South, were heartily tired of the Rebellion; that they considered Slavery—its cause—virtually abolished; that they ardently desired peace and the privilege of returning to their allegiance to Church and State. He believed, if permission were given him to go within the lines of the Confederacy, that he could, within ninety days, return with proposals of peace that would be acceptable to the Government, obtained through the influence of the large body of his Church at the South. He proposed, to go openly in his uniform, as "the messenger of God." Mr. Gilmore considered the enterprise as a rash one, and that Col. Jacques would only throw away his life in its prosecution. He so reported to Gen. Rosecrans, who, however, did not agree with him, saying,—"I know if he talks peace to the people, the leaders will hang him; but he'll not do that, he'll go to the leaders themselves." The terms he will offer may not be accepted, but it will strengthen our moral position to offer them." He, therefore, telegraphed to Washington for a four months' furlough for Col. Jacques, and asked for an interview for him with the President. Both requests were immediately refused, but a fuller explanation of Col. Jacques' purpose was asked for by mail. "I've known Mr. Lincoln twenty years," said Col. Jacques, "but I might write forty letters and accomplish nothing." Thereupon he urged Mr. Gilmore to go to Washington on his way home, a request that was seconded by Gen. Rosecrans. And in due season Mr. Gilmore presented himself to the President armed with a letter from Gen. Rosecrans, in which he said that he believed the public interest would be promoted by granting Col. Jacques' request, because of its moral influence, though he did not anticipate the results that the Col. expected from his mission. The President at first declined to entertain the subject, "because," he said, "I have been to Pres-

ident of the United States. We can make no overtures to the Rebels. If they want peace all they have to do is to lay down their arms." Finally, however, he stated "in a clear, direct way, the terms he would give the Rebels, a portion of which have since been included in the Amnesty Proclamation." And he added: "You can write what I say to General Rosecrans, and he can communicate as much of it as he thinks best to Colonel Jacques; but the Colonel must not understand that he has these terms from me. We want peace, but we can make no overtures to the Rebels. They already know that the country would welcome them back, and treat them generously and magnanimously."

Gen. Rosecrans was immediately written to, and within ten days Col. J. was on his way to the South. At Fortress Monroe he was allowed to smuggle himself on board a flag-of-truce boat, whence he entered the rebels line, still in his uniform. "Go where you please and stay as long as you like," said the Rebel officer, who first met him. The narration continues:—

"Any one who sees the great risk he ran, he had no credit; nothing to show who he was, or why he came; and there were ten chances to one that he would be taken as a spy; and what was that to him? He was about his MASTER's work, and his trust in the MASTER, which 'whoever runs may read in his face, carried him safely through."

He went to Petersburg, and there he came to him. As Rosecrans came to the great PEACE-MAKER, so the Rebel leaders came to him, by night. Disguised, and under false names, they sought him to ask the way to peace.

"I lay down your arms; go back to your allegiance, and the country will deal kindly and generously by you," he said to some of them.

From all he had the same answer:

"We are tired of the war. We are willing to give up slavery. We know it is good; but so long as our Government holds out, we must stand by it. We cannot betray it and each other."

Col. Jacques remained at Petersburg several weeks, and then returned to Baltimore. He wrote to the President relating the result of his mission, but received no reply. Months later, Mr. Gilmore learned that the letter was never received. But Col. Jacques was now anxious for another visit to the rebels, proposing, this time, to see the arch-rebel himself. Leave of absence was again granted him by Mr. Lincoln's order. In a few weeks he joined Mr. Gilmore at Baltimore, but on going to Washington it was known that "unexpected obstacles were in the way of his further progress." What these were is not stated, but they could be removed by Mr. Gilmore's accompanying him. Accordingly the two gentlemen started, and were passed through the lines by Gen. Grant. "I went to Richmond," continues Mr. Gilmore, "because I thought I could render material aid to Col. Jacques, in paying the way to negotiations that might result in peace." How they fared in that mission, what Mr. Davis said to them, and what they said to Mr. Davis, will be found in the account which we publish in another column.

GEN. SHERMAN'S LETTER.

Gen. W. T. Sherman is an officer for whose military ability we cherish very great respect, and of whose unqualified devotion to the Union we never entertained a doubt. There are few soldiers who have done better service in the field than he, or whose opinions on matters touching the war are entitled to be more carefully considered. At the same time, he is well known to be a man capable of crochets, and if wrong-headed at all likely to be extremely so. His letter on Recruiting in the rebellious States will serve as an instance. Its fundamental idea is to crush the Rebellion in the most thorough and expeditious manner; yet the letter can have no other effect than to throw obstacles in the path he wishes to tread.

We do not controvert his opinion as to the practicability of recruiting in North-Western Georgia. He ought to know, and we presume does know, better than any body else about that. But when he extends his criticisms to cover the whole field, there are others who are in a position to judge more accurately than Gen. Sherman. His main objections resolve themselves into two: 1. That the law hinders enlistments, and 2. That negroes are better fitted for teamsters than for soldiers. It so happens that on each of these points General Sherman is neither familiar with the facts nor able to testify as an expert to matters of opinion.

I. There is no evidence that the law has hindered recruiting. No effort has been made to operate under it, except by Massachusetts, the Governors of other States being hostile or apathetic. Can Gen. Sherman say it has obstructed enlistments in Massachusetts? It is but a few days since that State sent 5,000 men to the war, who had been raised, armed, equipped, and drilled in twenty-five days. These men came forward in response neither to a draft nor a call, but were tendered to the Government by Gov. Andrews—all which was subsequently to the passage of the law of which Gen. Sherman complains, and was accomplished simultaneously with the efforts to secure recruits in the rebellious States. Nor were these 5,000 men required to fill any deficiency then existing, for it is on record in the Bureau at Washington, that before this last enlistment, on the first of June, 1864, Massachusetts had furnished 5,000 soldiers in excess of all calls to that date—and this without counting her 30,000 or 40,000 seamen and marines. A State that has done that much for the Union, can bear with equanimity the implied reproaches of Gen. Sherman, and can treat with contempt the lavish abuse of Copperhead journals.

II. Gen. Sherman does not read the newspapers, or he would long since have learned that Negroes do make good soldiers, and have abundantly, heroically vindicated their right to stand by the side of their white comrades. Milliken's Bend; Port Hudson; Wagner; Olustee; Petersburg, have settled the question whether Negroes will fight. As those memorable actions happened not to occur under Gen. Sherman's eye, they seem not to have attracted his notice, but the public knows the facts. Gen. Sherman, if he knew them, we make no doubt, would share in the general opinion of Negro courage and military capacity. Testified to by such officers as Gen. Seymour and Gen. W. F. Smith, both West Pointers and both Pro-Slavery men, the facts would pass muster even with the Commander of the Military Division of the Mississippi.

Again, Gen. Sherman forgets that the negroes find in their military service a transitional stage from Slavery to uncontrolled freedom of inestimable value to them. The army has been

deemed a good school of discipline even for white men. To the black, with his uneducated instincts, with a new future before him, with new habits to be acquired, with the knowledge of obedience to other restraints than the lash needing to be implanted in him, its lessons can never be so appropriate as to-day, and never more indispensable to his welfare and that of the Republic of which he is to become a citizen. He will acquire more than education; he will acquire the means of starting again in life and of building up a secure support for his family. The bounty and pay, amounting to three or four hundred dollars at least, by the time he leaves the service will have given him a homestead, and made him independent of that public charity which, for so many thousands of blacks hurled into a free existence the essential conditions of which they but faintly understood, has been necessarily called upon. For his sake and ours, were but his just rights as a soldier secured to him, we have all reason to desire that the negro should find his way out of Slavery even through the smoke of battle, and if need be by years of toilsome service in the armies of the Union. Gen. Sherman's opinion to the contrary is due to a narrowness of view for which partly his circumstances in the field and partly his voluntary isolation from ordinary means of intelligence, are responsible.

THE ERIE RAILROAD.

We have heretofore been compelled to advert to the bad management of the New York and Erie Railroad, in the hope that through the force of public opinion, a reform might be effected. But thus far we cannot perceive any improvement. It is true that, since we called attention to the reckless running of trains through Bergen Tunnel, across each other's tracks, the Superintendent has caused all trains to come to a full stop at entering and leaving the tunnel. Yet even this precaution, together with the stationing of flagmen at each end of the tunnel have not sufficed to prevent collisions. Witness Tuesday morning, when a Morris & Essex train followed a heavy Erie Freight train into the tunnel after so short an interval that a collision took place there, attended by the loss of much valuable rolling stock, the suspension of all business for several hours, and the maiming of several persons more or less seriously. Within twelve hours from that time an up freight train smashed into the rear of the 8 p. m. outward bound emigrant train, near Turner's, killing several persons, and wounding many others. This was due to the negligence of the emigrant Conductor, who, though his train got off the track, failed to send a warning back to the freight train, which he knew was rapidly approaching. This criminal blunder cost him his life. Subsequently the down milk train, to which no signal of the disaster was sent in the other direction, came dashing into the other end of the unfortunate emigrant train, crushing the locomotive and cars, but fortunately not causing any further injury to the passengers.

Thus three collisions took place in twelve hours within 50 miles of the chief office of the Company, all of which were easily avoidable, by the exercise of ordinary precaution. It is clear, from the frequency of these disasters, that trains are run too close upon each other; that the discipline of the employees of the Road is very defective, and that the Directors of the Company must proceed at once to reform its management, if they would conserve the public safety, and consult the best interests of their Stockholders. Such management as we have seen for the past three months is positively suicidal, and deserves to be indicted by the Grand Jury. If it is persisted in it will assuredly drive both passengers and freight to other and safer routes.

The *Times* avers that we have done it "four injustices" by stating that it ever discouraged any movement whatever looking to peace. We have certainly understood *The Times* as looking to peace only through the overthrow of the Administration or the forcible paralysis of its efforts. It has often seemed to talk as if it desired revolution at the North through a concerted and formidable resistance to the enforcement of the Draft. We have not noted in its columns a word of cheer for any other Peace efforts than those of its own coterie, nor even the expression of a wish for any other peace than one which should give a substantial triumph to the slave-holding Rebels.

The *Daily News* says: "We are under all circumstances for peace." Are you? Suppose peace had been broken by a revolt, not of the slaveholders, but of the slaves, would you then have been for peace on any other ground than that of the unconditional submission of the insurgents? You know you would not. And yet you will not pretend that the slaveholders had half the justification for revolt that the slaves have.

FUNERAL OF CAPT. SIMS.—One of the noblest of soldiers and purest of patriots was buried yesterday from the Elm Place Congregational Church, Rev. Dr. Bartlett, in Brooklyn. Captain Samuel H. Sims, of the 51st Regiment N. Y. Veteran Volunteers (Shepard Rifles) fell in the fight at the mined fort in front of Petersburg, after having led his command in many of the principal engagements of the war.

He had fought under Burnside at Roanoke and Newburn, under Banks at Cedar Mountain, under Pope at Manassas 2nd, under McClellan at Antietam, under Grant at Vicksburg, under Sherman at Jackson, under Foster at Tennessee, and shared in the victories of the Wilderness and Spottsylvania, and survived to give his life at Petersburg, as the crowning evidence of his devotion to the whole country, and his attachment to liberty. His love for the stars and stripes was both tender and heroic, and led him into danger when others thought of repose. The Brooklyn Thirtieth, and the Free Masses, and various distinguished personages took part in his obsequies.

Union Convention.

BALTIMORE, Aug. 17, 1864.
The Union District Convention held here to-day nominated Hon. John H. Rice, of Foxcroft, for Congress and Benjamin P. Gilman, of Orono, for Presidential Elector.

Fatal Accident on Shipboard.

BOSTON, Aug. 17.
Capt. Chase of the schooner Golden Gate, loading at this port for New York, was instantly killed this afternoon by a box of sugar swinging against his body and precipitating him into the hold.

FROM GEN. SHERIDAN.

Our Correspondent Caught by Guerrillas—Runs Away—The Maneuvering at Strasburg—Longstreet Probably with Early.

Special Dispatch to The N. Y. Tribune.

BALTIMORE, Aug. 17, 1864.
We have just arrived from the Shenandoah Valley, having left the front early Tuesday morning. We were captured by guerrillas, but made our escape by running the gauntlet during a fight afterward with a squad of Union cavalry, of whom three were killed, including Dr. Curtis, First United States Cavalry. Of the rest three escaped, and the remainder were either captured, killed or wounded. There were ten in all. Gen. Sheridan's dispatches were with the party.

I fear that previous dispatches to THE TRIBUNE have suffered the same fate. Considerable skirmishing had taken place for two days previous to the falling back, and both armies had their advance several times in succession in Strasburg. One of these charges was worthy of mention, but having lost my note book I cannot describe it accurately. Our cavalry had been scouting on the left towards the mouth of the Lurey Valley and the forks of the Shenandoah near Front Royal, and on the right towards Snyder's Gap. The enemy had taken up a very strong position beyond Strasburg at Fisher Mountain.

On Monday a detachment guarding one of our signal stations on a mountain near Strasburg was captured by the enemy. Five hundred men sent up afterwards had not been heard from at last accounts. It was reported that Early had been reinforced by Longstreet, and that he was moving down on the west of the North Mountain to flank us at Winchester.

Whether this be true or not, friends of the Rebels were informed at Middletown before they retreated that Longstreet would be at Woodstock on Sunday, and they promised to return again on Tuesday. Our rear has been invested with guerrillas supposed to be the same as those who captured the train a few days ago. The burned remains of fifty of those were seen in Berryville as we passed through. The mules were carried off and some prisoners taken, including a Paymaster.

J. B. H.

News from Vicksburg.

CAIRO, Ill., August 17.
Vicksburg advices of the 10th say, that the steamers Cheek and Atlantic No. 2, while on a cotton expedition up the Yazoo River, are reported to have been captured by the rebels.

It is reported that a force of 1500 rebels attacked a Union force guarding a plantation in the vicinity of Goodrich Landing, and that the rebels were held at bay until our troops were reinforced, when the rebels were driven back with considerable loss.

The steamer Marietta, from New Orleans on the 10th instant, has arrived here. She was not molested on her way up.

An attempt was made to blow up the gunboat Lafayette, in one of the bayous, a few days ago, with a torpedo, but it failed.

Gen. Harburt has arrived here.

Gen. Payne has returned from his expedition after the guerrillas in Tennessee.

The railroad from Paducah to Union City is to be immediately repaired, and citizens along the line will be held responsible for future damages.

THE PIRATE TALLAHASSEE.

Twenty-five Fishing Vessels Destroyed.—THOMASTON, ME., August 17, 1864.
The rebel steamer Tallahassee yesterday destroyed twenty-five vessels of Matineux Rocks. She was manned mostly by Nova Scotia men. After sending the crews and passengers of the vessels destroyed by her into Friendship by a small craft, she steamed in an easterly direction.

SIX VESSELS DESTROYED ON MONDAY.

BOSTON, August 17.
A dispatch from J. M. Merrill, U. S. Consular Agent at Yarmouth, N. S., to Carlton Goodrich, of Boston, states that six vessels, six miles from Cape Sable, thirty men of the crews of the vessels were landed at Yarmouth in a destitute condition. The pirate was in sight on Monday morning.

DESTRUCTION OF THE SHIP JAMES LITTLEFIELD. S. C. LAMONT, DUPONT, MERRY, A. HOWE, J. H. HOWEN AND THREE OTHERS.

YARMOUTH, N. S., Aug. 16.
The schooner Sophia, from Turk's Island, arrived here to-day with the crews of the following vessels sunk by the pirate Tallahassee:

Ship James Littlefield, of Bangor, from Cardiff for New-York, was sunk in lat. 42, lon. 66.
Schooner Lamont Dupont, of Wilmington, Del., was sunk on the 13th lat. 40, long. 8.

Schooner Merry A. Howe, of Chatham, was sunk yesterday in lat. 42, lon. 66.

After the crews of the above vessels were put on board of the Sophia, the Tallahassee sunk four other schooners, one of which was the J. H. Howen, of Gloucester.

Smoke from a steamer was seen this morning in the direction of Seal Island.

THE PURSUIT OF THE TALLAHASSEE.

The first information of the depredations of the pirate Tallahassee was received by the Navy Department on the 13th inst., after office hours, when Secretary Welles immediately ordered the following named vessels forthwith to start in pursuit, viz: the Juniata, Susquehanna, Eolus, Pontoon, Dumbarton and Tristram Shandy; on the 13th the Moccasin, Aster, Xantic, R. R. Cuyler, and Grand Gulf; and on the 15th the Dauntless and San Jacinto. They all took different directions. These were all the vessels available in the Navy.

MR. GUIDER'S TORPEDO BOAT.—Our readers may remember an announcement some three months ago that a bulk would be blown up by a sub-marine torpedo boat, in the Wallabout; that the experiment was not made, and that some reports were spread at the time that the boat was made for rebel use. We are informed by Mr. Guider that these reports were spread by parties interested against his invention; that his boat is a loyal boat, contrived to help save the Union, and is safe and effective still; and that he desires nothing better than what he has already sought in vain, viz., an opportunity to prove what his sub-marine boat can do, without expense to Government, in some rebel port.

SOLDIERS' VOTE IN CONNECTICUT.—The returns of the vote on Monday, come to hand very slowly. The majority in thirty towns which have been heard from, amounts to 4,076—twenty-three towns giving majorities in favor, and seven against the Amendment.

WINTER GARDEN.—This theatre opens to-night, according to announcement, with the comedy of "Everybody's Friend," and the farce of "The Rough Diamond." Mr. John S. Clarke, the excellent comedian, sustains the principal characters in both pieces.

COLLISION ON THE ERIE RAILROAD.

Seven Persons Killed and Several Badly Injured.

From our Special Reporter.

Another of those collisions which have happened so frequently of late on the New York and Erie Railroad, occurred on Tuesday evening, near Augusta, by which seven persons were instantly killed and several injured. From some of the passengers our reporter was enabled to gather the following particulars:

At 8:15 p. m., an emigrant train, filled with Swedes and Irish, left the Jersey City depot, and proceeded at a slow rate until about 10:15 p. m., when on reaching the above locality, about thirty-eight miles from Jersey City, it was thrown from the track.

An extra freight train, which left soon after the emigrant train, within a few moments after the accident, came thundering along, and crashed into the rear car (a first-class), killing the conductor, Matthew Finn, and bruising the passengers, none of whom were seriously hurt, however. A number of the emigrants were riding on the platforms when the crash came. Six were killed outright, and others injured. Below are the names:

KILLED.
John Rowley, aged 17, a native of Port Arlington, Kings County, Ireland.
Leaven O'Connell.
Gustav Anderson.
Emil Neestadt.
Carl Gustavson.
A Swede, name unknown.

Agnes Rowley, mother of the deceased. Bona mother and son were bound to Iowa.
John McCreary, hand badly crushed.
Samuel Holman, shoulder dislocated.
Carl and Magnus Gustavson, bruised about the head and shoulders.

A number of others were slightly bruised.
Mr. and Mrs. Patterson, in front of whose residence the catastrophe occurred, were unremitting in their attentions to the sufferers, furnishing bandages, bandages, and delicacies. Physicians were procured from Turner's Station, 15 miles above, as soon as possible, and on their arrival the wounded were properly cared for.

The accident is believed to have been the result of negligence on the part of the conductor of the emigrant train. Knowing that he was behind time, and knowing also that the freight train might soon be expected, it is claimed that he should have sent a man with a signal lantern down the track to stop the approaching train. This he failed to do, and the expected train, sweeping around a short curve, not 500 feet from the rear of the emigrant train, ran into it almost before the engineer could slow his engine.

Several of the emigrant cars are badly stove, and the head light and front works of the locomotive which inflicted the damage, are injured.

The company's employees were yesterday busily engaged with a construction train in clearing away the wreck, while the emigrants were gathered in little knots near by, canvassing the occurrence. Most of them are bound for Iowa and Wisconsin.

An inquest will probably be held on the dead, by the coroner of Sussex County, N. J., to-day.

From another source we learn that after the emigrant train was run into, no warning was sent ahead, and consequently the down milk train subsequently ran into the ill-fated emigrant train, badly smashing the upper cars, but fortunately inflicting no further injury to life or limb.

These cruel and frequent collisions on the Erie must soon cease, or people will be afraid to travel on the Road.

FROM WASHINGTON.

Special Dispatch to The N. Y. Tribune.

WASHINGTON, Wednesday, Aug. 17, 1864.

SUPPLIES FOR REBEL PRISONERS.

A circular has been issued by the Commissary of Prisoners to the effect that no supplies of any kind will be allowed to prisoners of war from their relatives or friends, except in cases of illness, when near relatives will be permitted to send them such articles of food as the Surgeon of the Hospital may approve. The articles to be addressed to him. Necessary clothing furnished by relatives to destitute prisoners must be subject to the approval of the Commanding officer of the post where they are confined. Outer garments must be of gray or dark mixed color and of inferior quality. Only one suit of outer clothing and a change of underclothing will be allowed. Sufferers are to be permitted to sell the following articles only: writing materials, postage stamps, tobacco, pipes, knives, combs, soap, tooth-brushes, hair-brushes, scissors, thread and needles, handkerchiefs, towels and looking-glasses. Prisoners of war will be allowed to receive clothing or other articles from relatives and friends residing beyond such duty as may be required by the Government, and the prisoners of war held at Richmond and other southern prisoners are permitted to receive the same articles in the same manner from relatives and friends in the loyal States.

WASHINGTON, Tuesday, Aug. 16, 1864.

TAXES ON COACHES AND VEHICLES.

The following regulations concerning the assessment and collection of the tax in the gross receipt of stage coaches and vehicles were issued to-day by Mr. Harrington, Acting Secretary of the Treasury:

By Section 103 of the Act of June 30, 1864, every person, firm, company, or corporation, owning or possessing, or having the care and management of any stage coach, or other vehicle, engaged in the business of transporting passengers or property for hire, or in transporting the mails of the United States, is subject to a duty of two and one-half per centum upon the gross receipts of such stage coach or other vehicle, but the mode and time of payment, and collection of such duty are not provided. In accordance with the provisions of section 176 of the said act, it is therefore prescribed that any person, firm, company or corporation owning, possessing, or having the care and management of any stage coach or other vehicle engaged as aforesaid shall within ten days after the first day of each and every month, make return to the Assistant Assessor of the District, stating the gross amount of their receipts for the month next preceding, which return shall be verified by the oath or affirmation of such owner, possessor, manager, agent or other proper officer in the usual manner and form as prescribed in the case of the returns of Rail Roads, Steam Boats and other vessels; and shall, also, on or before the last day of the month, pay to the Collector of Internal Revenue the full amount of duties which have accrued on such receipts for the month aforesaid.

The Memory of Mr. William K. Corawell.

At a meeting of the booksellers of New-York city, held at the Trade Bookstore August 15, 1864, a committee was formed for the purpose of expressing the sentiments of the trade upon burning of the death of one of their oldest and most esteemed members, Mr. James Harper, upon being called to the chair, made an appropriate address, and after a few other remarks by Mr. James E. Cooley, Mr. Randolph, Mr. Blakeman and Mr. Carleton, the following resolutions were passed:

Whereas, It has pleased the All-wise Disposer of all things to remove from earth William K. Corawell in the prime and vigor of his manhood;

Resolved,